

Infrastructure
Canada**PROTECTED B****BRIEFING NOTE TO THE MINISTER OF INFRASTRUCTURE AND COMMUNITIES****MAJOR TRANSIT PROJECTS UNDER INVESTING IN CANADA INFRASTRUCTURE
PROGRAM UPDATE**

(For Information)

PURPOSE

- To provide an update on Investing in Canada major transit projects in four provinces (British Columbia, Alberta, Ontario and Quebec) under the Investing in Canada Infrastructure Program (ICIP).

HIGHLIGHTS/KEY CONSIDERATIONS

- Infrastructure Canada (INFC) provides federal funding for major transit projects under the Public Transit Infrastructure and the Green Infrastructure streams of the Investing in Canada Infrastructure Program (ICIP). Four provinces (British Columbia, Alberta, Ontario and Quebec) have major transit projects under ICIP. Please see Annexes for further details on the individual projects.
- Major transit projects are generally defined as public transit projects with a federal contribution over \$100 million. [REDACTED]
- Major transit projects are focused on public transit rail projects and include infrastructure ranging from vehicle storage and maintenance facilities and purchases of new vehicles to construction of transit stations and full transit lines such as the Calgary Green Line Light Rail Transit Project and Toronto's Ontario Line Project.

KEY BACKGROUND

- ICIP has allocated \$20.1 billion under the Public Transit stream nationally. This federal investment in public transit is meant to increase ridership and drive a wide range of social, economic, and environmental benefits. These benefits are generated through a variety of levers that extend beyond the development of standalone infrastructure.

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- Key departmental outcomes for public transit include: enabling economic growth; promoting accessibility, social equity and community; and reducing pollution and mitigating climate change.
- Transit ridership is concentrated in Canada's largest cities. Toronto, Montreal and Vancouver account for 55% of national ridership. However, medium-size transit systems are also prioritizing transformative billion-dollar transit investments in cities such as Calgary, Edmonton and Quebec City.

Kelly Gillis
Deputy Minister
Infrastructure and Communities

Date

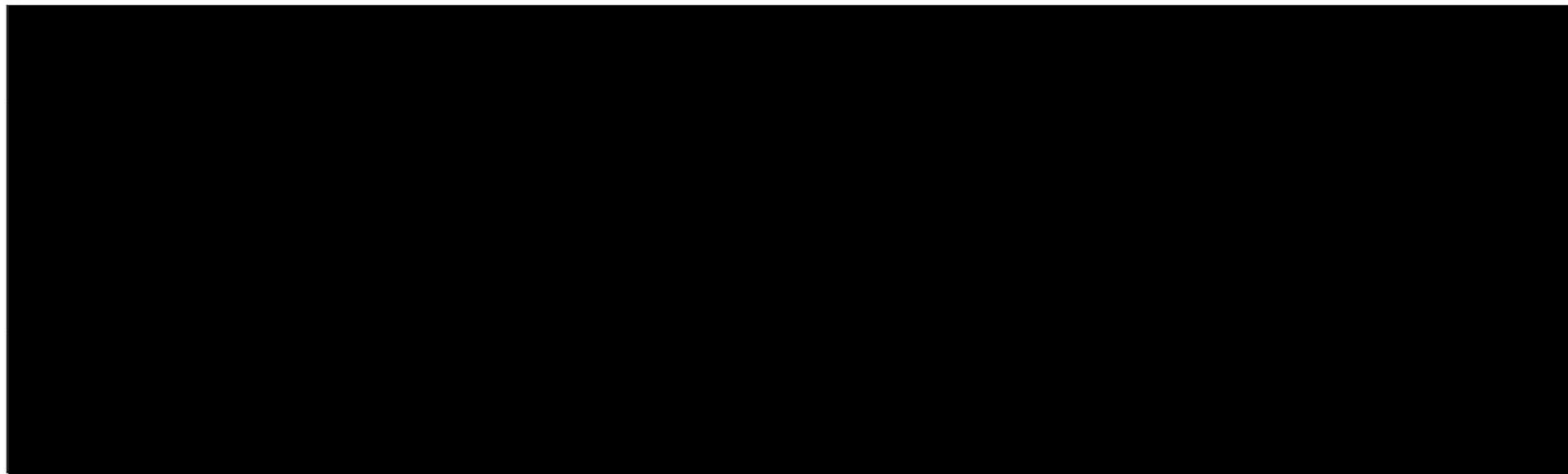
Attachments:

Annex A – British Columbia ICIP Major Transit Projects
Annex B – Alberta ICIP Major Transit Projects
Annex C – Ontario ICIP Major Transit Priorities
Annex D – Quebec ICIP Major Transit Projects

British Columbia ICIP Major Public Transit Projects
(All amounts in \$ millions)

Project	Total Cost	Total Eligible Cost	Federal Contribution	Description	Current Status
<i>Investing in Canada Infrastructure Program¹ (ICIP)</i>					
Millennium Line Broadway Extension	\$2,786.7	\$2,220.8	PTIS: \$888.3	The 5.7km Millennium Line Broadway Extension, also known as the Broadway Subway, will extend the Millennium Line westward from VCC-Clark Station to Arbutus Street and will include 6 new stations. The Project will be fully integrated with existing SkyTrain systems and protocols.	Design [REDACTED]
Surrey-Newton-Guildford Light Rail Transit*	\$1,609.8	\$1,209.5	PTIS: \$483.8	The Surrey-Newton-Guildford Light Rail Transit (Surrey LRT) Project was approved in June 2018. The Project was to result in 10.5 km of new at-grade LRT trackway, 11 stations running from Surrey City Centre to Newton Town Centre, 16 low-floor light rail vehicles that were approximately 30 meters in length, with stops 950 meters apart.	Project on hold. Formal cancellation expected from the Province [REDACTED]
Surrey Langley SkyTrain Phase 1	\$1,630.0**	N/A	PTIS: \$483.8	Based on the draft business case provided to INFC on January 2, 2020, the Surrey Langley SkyTrain Project proposes to construct 16 km of elevated extension from the existing Expo Line along Fraser Highway from the King George Station to a new terminus in Langley City Centre. The full project proposes to include 8 stations, 2 transit exchanges, and 55 new vehicles, however TransLink is currently only requesting a federal contribution for Phase 1 of the Project, King George Station to Fleetwood, which includes 4 stations and 25 new sky trains.	Design [REDACTED]
Expo Millennium Upgrades Project (EMUP)	\$1,468.8	\$1,429.2	PTIS: \$493.3	EMUP proposes to expand the capacity of the existing Expo and Millennium Lines. This will include fleet expansion and acquisition, vehicle storage upgrades, mainline power, systems upgrades, and maintenance facilities.	Project is in implementation.
<i>Anticipatory Projects</i>					

¹ Total costs updated as per the November 2019 Attested Progress Reports



PTIS – Public Transit Infrastructure Stream

** This project is expected to be cancelled and replaced by Surrey Langley SkyTrain.*



The Province of British Columbia has submitted the semi-annual November progress reports for the EMUP and Broadway Projects.

1. Millennium Line Broadway Extension Project

Project Description

The Millennium Line Broadway Extension Project includes:

- 5.7 km of new track from VCC Clark Station to Arbutus
- 6 new stations
- Tunnelling and guideway
- Utilities and road work

Financials

Total Project Costs: \$2.78 billion
Total Eligible Costs: \$2.22 billion
ICIP / PTIS Contribution: \$888.3 million
PTIF Contribution: \$24.5 million (for early works and planning)

Timelines

Approval Date: June 7, 2018; Announcement Date: September 4, 2018
Forecasted construction start date: September 2020
Forecasted end date: December 2025

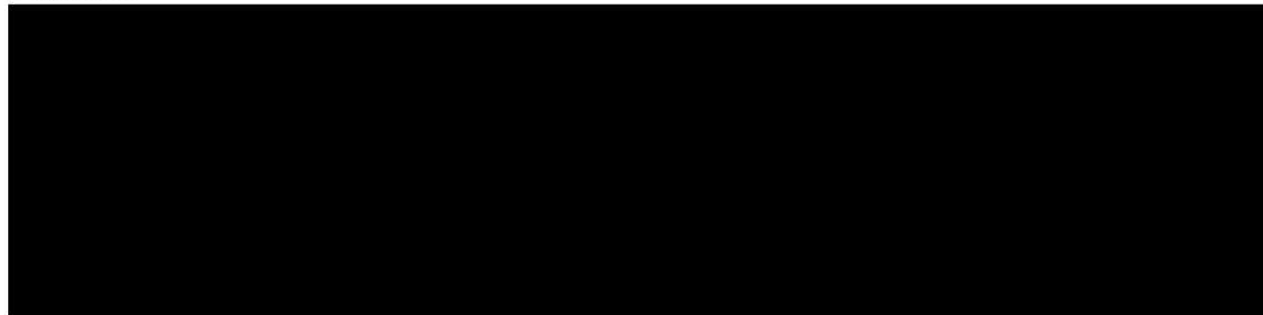
Status

- The request for proposals process is currently underway with construction expected to begin in September 2020 and be completed by December 2025.
- The Climate Lens assessment was submitted to INFC in March 2019. There are no outstanding funding conditions related to climate lens assessments or environmental assessment and duty to consult requirements.

Next Steps/Key Dates



Key Risks



2. Surrey-Newton-Guildford Light Rail Transit Project* (expected to be cancelled)

Project Description

The Surrey-Newton-Guildford Light Rail Transit Project includes:

- 10.5 km of at-grade trackway from Surrey City Centre to Newton Town Centre
- 11 new stations
- 16 low-floor light rail vehicles
- LRT operations and maintenance centre

Financials

Total Project Costs: \$1.60 billion
Total Eligible Costs: \$1.209 billion
ICIP / PTIS Contribution: \$483.8 million
PTIF Contribution: \$44.4 million²

Timelines

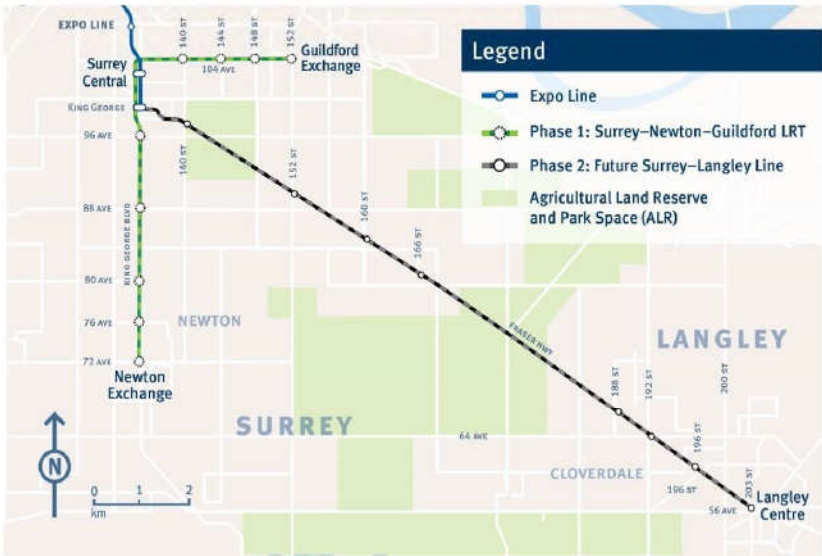
Approval Date: June 7, 2018; Announcement Date: September 4, 2018
Forecasted construction start date: 2020
Forecasted end date: December 2024

Status

- In light of the resolution passed by the City of Surrey council on November 5, 2018, following the election of a new Mayor for the City of Surrey, the Mayors' Council endorsed TransLink's recommendation to suspend the Surrey-Newton-Guildford LRT Project, pausing all work in order to stop the expenditure of money and resources on the Project. Since then, TransLink and the Province have confirmed that the Project will be cancelled and replaced by the Surrey Langley SkyTrain Project.

Next Steps/Key Dates

- The Surrey Langley SkyTrain Project proposes a new route, including an elevated trackway going south down the Fraser Highway rather than an at-grade trackway from Surrey City Centre to Newton Town Centre.



² Federal contribution from the South of Fraser Early Works Project is expected to decrease as the Project is being de-scoped.

3. Surrey Langley SkyTrain Project

Project Description

Phase 1 of the Surrey Langley SkyTrain Project includes:

- 7 km of new elevated extension from King George to 166 Street in Fleetwood
- 4 new stations
- 25 low-floor light rail vehicles

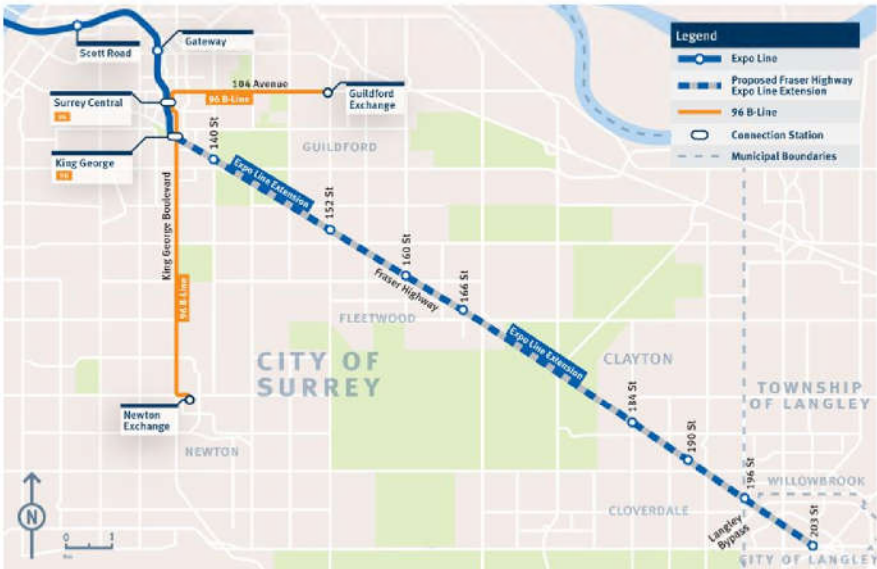
Financials

Estimated Total Project Costs: \$1.63 billion

Timelines



Forecasted Construction Start Date: Q4 2021
Forecasted Construction End Date: Q4 2025



Status

- The preliminary estimates for the full Surrey Langley SkyTrain are \$3.12 billion, [REDACTED]. [REDACTED] TransLink has indicated that \$1.63 billion has been approved, however this amount includes funding that was previously approved by TransLink, the Province of British Columbia, and INFC for the Surrey LRT Project. TransLink has indicated that the \$1.63 billion could reach Fleetwood, Phase 1 of the Project.
- Phase 1 would include a 7 km extension of elevated guideway from King George Station to 166 Street in Fleetwood, the construction of 4 stations, and 25 new SkyTrain vehicles.
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

Key Risks

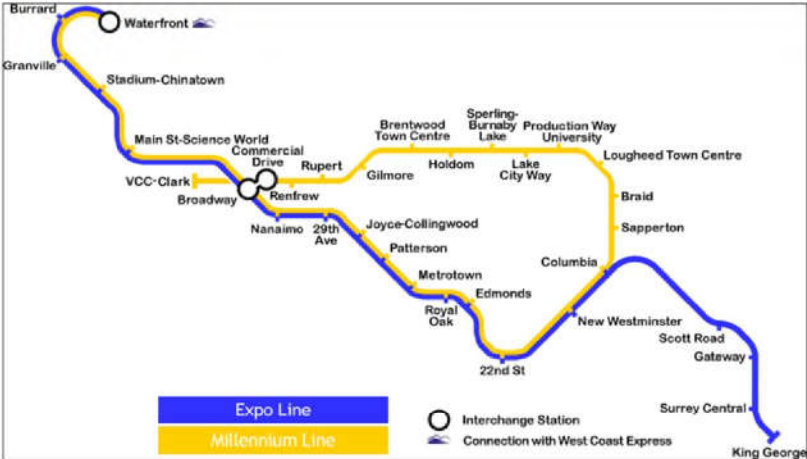
- [REDACTED]
- [REDACTED]

4. Expo Millennium Upgrades Project (EMUP)

Project Description

The EMUP Project includes five components:

- Fleet Expansion and Replacement –Acquisition of 203 new SkyTrain cars (150 to replace the current cars which have reached the end of their life cycle).
- New Vehicle Storage Facility –The facility will serve both the Expo and Millennium Lines.
- Vehicle Operations and Maintenance Control Centres – Upgrades to Operating and Maintenance Center (OMC) 1 and OMC 2 to accommodate the larger 5-car Mark II trains.
- Mainline Power Upgrades
- Systems Upgrades



Financials

Total Project Costs: \$1.468 billion
Total Eligible Costs: \$1.429 billion
ICIP / PTIS Contribution: \$493.3 million

Timelines

Approval Date: March 8, 2019; Announcement Date: May 23, 2019
Forecasted construction start date: September 2020
Forecasted end date: October 2027

Status

- [Redacted]
- [Redacted]
- There are no outstanding funding conditions related to climate lens assessments or environmental assessment and duty to consult requirements.
- [Redacted]

Next Steps/Key Dates

- Construction is expected to begin in September 2020. [Redacted]
September 2020 has been identified as a start date.

Key Risk

- [Redacted]

Alberta ICIP Major Public Transit Projects
(All amounts in \$ millions)

Project	Total Cost	Total Eligible Cost	Federal Contribution	Description	Current Status
Investing in Canada Infrastructure Program¹ (ICIP)					
Calgary Green Line	\$4,505.8	\$3,957.6	PTIS: \$451.7 GIS: \$1,078.3	The Green Line LRT Project includes the design, construction, and implementation of 20 km of LRT track from 16 Avenue N to 126 Avenue S.E., including one km of elevated track, 14 new stations, a fleet of 70 low floor LRVs, a LRV maintenance and storage facility, eight bridges, three tunnels, and three park and ride facilities.	Design
Edmonton Valley Line West	\$2,624.4	\$2,371.4	PTIS: \$748.7 GIS: \$199.8	The Project scope includes a 14 km LRT extension from Edmonton City Center to Lewis Farms with 14 LRT stops and two elevated stations at West Edmonton Mall and Misericordia Hospital; two bridges located at Groat Road and Anthony Henday Drive; integration with three transit centers; a park and ride facility at Lewis Farms; a new LRT maintenance and storage facility and the expansion of an existing operations and maintenance facility; and 36 articulated low-floor Light Rail Vehicles.	Design
Edmonton Metro Line Northwest Extension	\$328.0	\$318.0	PTIS: \$127.2	The Project scope includes an approximate 1,550-meter double track extension north of the temporary NAIT station to Blatchford, the design and construction of two new LRT stops, the decommissioning the temporary LRT stop at NAIT campus, a light rail vehicle storage Facility, and six high-floor light rail vehicles.	Project in implementation.
New Building Canada Fund Provincial and Territorial Infrastructure Component – National and Regional Projects (NBCF PTIC-NRP)					
Edmonton Valley Line Southeast	\$1,958.0	\$1,684.7	NBCF PTIC-NRP: \$150.0 P3 Canada Fund: \$250.0	The Project includes the construction of 13km LRT track from downtown core at City Centre West, to Mill Woods Town Centre, a fleet of LRVs and a maintenance and storage facility.	Project in implementation.
Anticipatory Projects					

PTIS – Public Transit Infrastructure Stream
GIS – Green Infrastructure Stream

¹ Updated as per the November 2019 Attested Progress Reports

1. Calgary Green Line LRT Project

Project Description

The Calgary Green Line Project includes:

- 20 km of new track from 16 Ave N to 126 Ave SE
- 14 new stations
- 70 low floor Light Rail Vehicles
- A maintenance and storage facility
- 3 park and ride facilities

Financials

Total Project Costs: \$4.51 billion

Total Eligible Costs: \$3.96 billion

Federal Contribution: \$1.53 billion

PTIF Contribution: approx. \$111 million² (for early works and planning)

Timelines

Approval Date: April 19, 2018

Announcement Date: May 15, 2018

Actual construction start date: March 30, 2019

Forecasted end date: Summer 2027



Status

- The City has confirmed that it will be using a Design-Build-Finance procurement strategy with separate construction contracts for Segment 1 – 16km of track from 4 St SE to 126 Ave SE and for Segment 2 – 4km of track from 4 St SE to 16 Ave N in the downtown core. The Light Rail Vehicles will also be a separate contract.
- The City is conducting an alignment review for Segment 2, including how to traverse the Bow River.
- Alberta Budget 2019 announced that provincial funding would decrease from \$555 million to \$75 million in the first four years although the Province has announced that it remains committed to providing its full funding of \$1.53 billion.

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Next Steps/Key Dates

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- The City is expected to decide on the alignment for Segment 2 at the end of March 2020.

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Key Risks

- Alberta has enacted the *Public Transit and Green Infrastructure Act* which gives Alberta the ability to withdraw its funding on 90 days' notice at any point in the Project without giving cause. The City has stated publicly that the Act could delay or pose a threat to cancelling the Project as the City would not be in a position to cash manage without the provincial contribution. Industry has also conveyed to the City that it is unlikely to bid on Project contracts given the uncertainty of project funding.

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² Numbers may change as PTIF projects are implemented.

ATIA - 13(1)(c)	ATIA - 21(1)(a)	PROTECTED B
ATIA - 14	ATIA - 21(1)(b)	

2. **Edmonton Valley Line West LRT Project**

Project Description

The Edmonton Valley Line West Project includes:

- 14 km of new track from Edmonton City Centre to Lewis Farms
- 16 new stations and integration with three existing transit centers
- 36 low floor Light Rail Vehicles
- A new maintenance and storage facility; expansion of an existing operations and maintenance facility
- 1 park and ride facility

Financials

Total Project Costs: \$2.62 billion
Total Eligible Costs: \$2.37 billion
Federal Contribution: \$948.56 million
PTIF Contribution: approx. \$28.6 million (for early works and planning)

Timelines

Approval Date: March 6, 2019
Announcement Date: March 11, 2019
Forecasted construction start date: January 2021
Forecasted end date: October 2027

Status

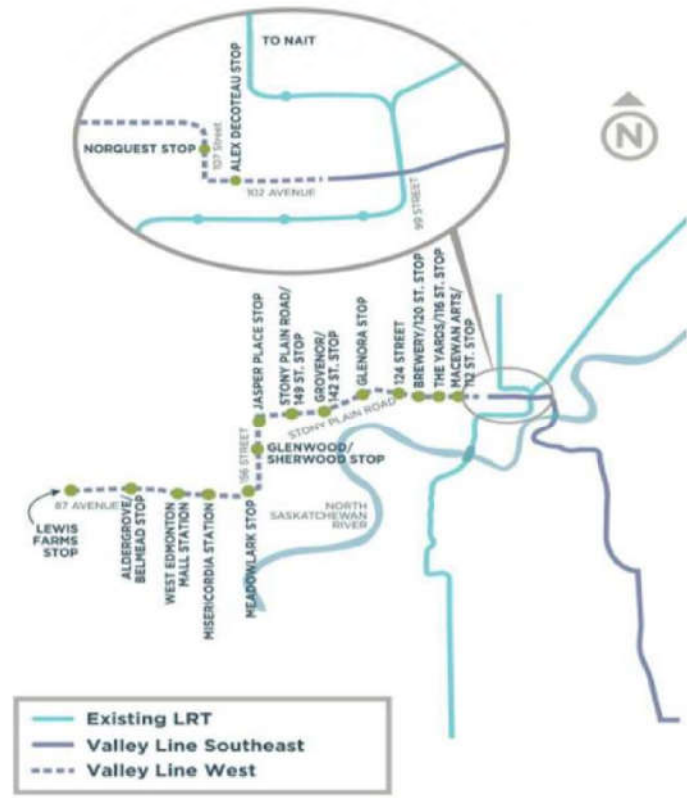
- The City is using a Design-Build-Finance procurement strategy for the Project and is in the process of implementing the procurement process.
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]
- [REDACTED]

Key Risks

- Alberta has enacted the *Public Transit and Green Infrastructure Act* which gives the Province the ability to withdraw its funding on 90 days' notice at any point in the Project without giving cause. [REDACTED]
- [REDACTED]
- [REDACTED]



3. Edmonton Metro Line Northwest Expansion LRT Project

Project Description

The Edmonton Metro Line Northwest Expansion Project includes:

- 1.5 km of new track from NAIT to Blatchford
- 2 new stations and decommissioning of a temporary station
- 6 high floor Light Rail Vehicles
- A new storage facility

Financials

Total Project Costs: \$328 million
Total Eligible Costs: \$318 million
Federal Contribution: \$127.2 million
PTIF Contribution: approx. \$22.5 million



Timelines

Approval Date: March 6, 2019
Announcement Date: March 11, 2019
Forecasted construction start date: May 2020
Forecasted end date: September 2024

Status

- The Project is in implementation.

- [REDACTED]
- [REDACTED]

Next Steps/Key Dates

- Alberta is expecting to award the construction contract within the next couple of months with construction estimated to start in May 2020.

Key Risks

- Alberta has enacted the *Public Transit and Green Infrastructure Act* which gives the Province the ability to withdraw its funding on 90 days' notice at any point in the Project without giving cause. [REDACTED]

- [REDACTED]

[REDACTED]

4. Edmonton Valley Line Southeast LRT Project

Project Description

- The Edmonton Valley Line Southeast Project includes:
- 13.2 km of new track from downtown Edmonton to Millwoods (i.e. southeast Edmonton)
 - 12 stops/stations
 - 2 transit stations
 - 2 tunnels
 - 3 bridges/guideways
 - 26 new light rail vehicles
 - 1 park and ride
 - 1 operation and maintenance facility

Financials

Total Project Costs: \$1,958.0 million
Total Eligible Costs: \$1,684.7 million
Federal Contribution: \$400 million (\$150 million NBCF PTIC-NRP, \$250 million P3 Canada Fund)

Timelines

Approval Date: July 23, 2015
Announcement Date: May 26, 2014
Construction start date: April 18, 2016
Forecasted end date: December 1, 2020



Status

- [REDACTED]
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]

Key Risks

- Alberta has enacted the *Public Transit and Green Infrastructure Act* which gives the Province the ability to withdraw its funding on 90 days' notice at any point in the Project without giving cause. [REDACTED]

Ontario Funding Priorities

(All amounts in \$ billions)

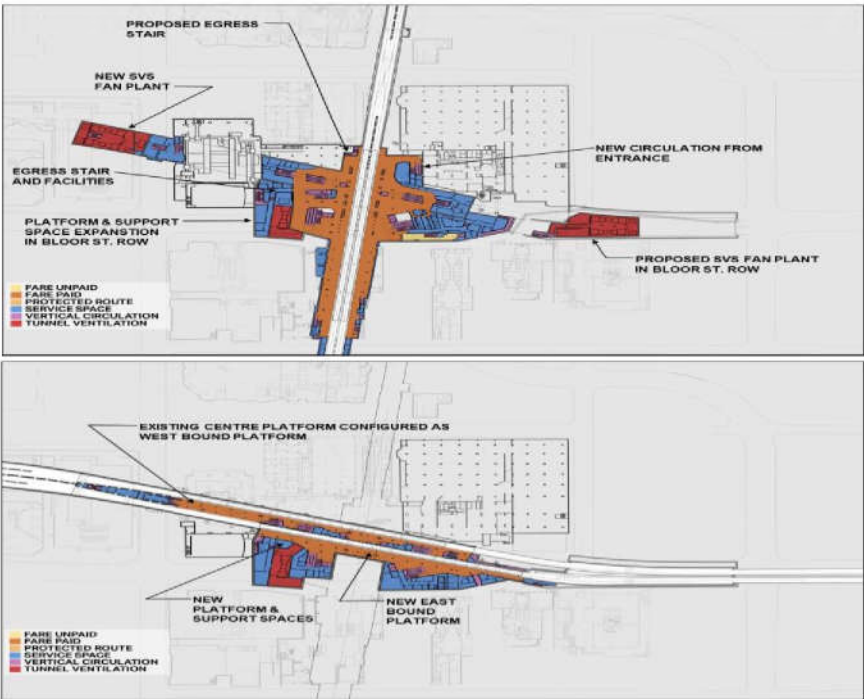
Project	Total Cost (billion)	Total Eligible Cost (billion)	Federal Contribution (billion)	Description	Current Status
Investing in Canada Infrastructure Program (ICIP)					
Bloor-Yonge Station Capacity	\$1.35	TBD	PTIS: \$0.50	Building an additional platform at Line 2 Yonge Station & modifications to the Line 1 Bloor Station platform.	Project under review.
SmartTrack	\$1.463	TBD	PTIS: \$0.585	Construction of six new SmartTrack station sites in Toronto on the Kitchener GO and Stouffville/Lakeshore East GO corridors.	Project under review.
Ontario Line	\$10.90	TBD		16 KM, subway from Ontario Place to the Ontario Science Centre in northeast Toronto.	Project under review.
Line 2 East Extension (Scarborough Subway)	\$5.50	TBD		A three-stop subway that would connect to Line 2 at Kennedy Station to Sheppard Avenue East. Timeline: Start Date – TBD; End Date – 2029-2030	
Eglinton West	\$4.70	TBD		Will extend the Eglinton Crosstown project, under construction, further west along Eglinton Avenue to Renforth Drive, a majority of which will run underground. Province has also committed to further extend it from Renforth to Pearson International Airport.	Timing unknown. Project is still in very early development.
Yonge North Subway	\$5.60	TBD		Subway extension from the existing terminus of Finch Station to Richmond Hill Centre in York Region. Timeline: Start Date – 2021; End Date – 2029-30	
Building Canada Fund – Major Infrastructure Component (BCF – MIC)					
Finch Avenue West Light Rail Transit	\$1.61	\$1.19	\$0.333	The project will build 11 km of light rail transit line along Finch Avenue from the Finch West Subway Station on the Toronto-York Spadina Subway Extension at Keele Street to Humber College, providing dedicated rapid transit service along Finch Avenue, connections to GO Transit bus services and Mississauga and Brampton local bus services.	Project is under construction.
New Building Canada Fund Provincial and Territorial Infrastructure Component – National and Regional Projects (NBCF PTIC-NRP)					
Ottawa Light Rail Transit Stage Two	\$4.66	\$2.85	\$1.09	Building on the Confederation Line Light Rail Transit system with 39.6 km to the east, west and south, including a connection to the Ottawa International Airport, 23 new or converted LRT stations, two new Maintenance and Storage and Facilities, expansion of the City's existing MSF at Belfast Road and procurement of 36 Light-Rail Vehicles. Timeline: Start Date – 2019; End Date - 2025	CA was signed on March 28th, 2019.
GO Transit Expansion Project	\$4.99	\$3.79	\$1.89	128.4 kilometres of new track on the Kitchener, Barrie, Lakeshore East and Lakeshore West GO Transit corridors, 11 grade separations, multiple station layover expansions, multiple station modifications and other ancillary components. Timeline: Start Date – Winter 2018; End Date – Winter 2024	

1. **Bloor-Yonge Capacity Improvement Project**

Project Description

- The Bloor-Yonge Capacity Improvement is a TTC project that includes:
- Building an additional platform at Line 2 Yonge Station;
 - Modifications to the Line 1 Bloor Station platform;
 - Increase vertical circulation elements and fire ventilation upgrades to the station;
 - Constructing a new substation.

Project is necessary to be able to properly handle future passenger demand, in particular to accommodate future demand when the Yonge-North Subway Extension is operational.



Financials

Total Projects Cost: \$1.35 billion
Total Eligible Cost: TBD¹
Federal Contribution: \$500 million

Timelines

[REDACTED]
Estimated Construction Start Date: Q1 2024
Estimated Construction End Date: 2026-2029

Status

- Project prioritized to INFC on May 6th, 2019.
- [REDACTED]
- A priority announcement by Minster Champagne on August 26th setting aside \$500 million in federal funding [REDACTED]
- In October 2019, the City of Toronto and the Province of Ontario announced a framework agreement that would see Toronto support the province's transit expansion plans in the Greater Toronto Area. The framework agreement governs Toronto's decision to re-allocate their PTIS money to the province and covers priority projects in the GTA, including this project.

Next Steps/Key Dates

- [REDACTED]

Key Risks

- [REDACTED]
- [REDACTED]
- [REDACTED]

¹ Total Estimated Cost will be determined when completing federal approval.

2. SmartTrack Stations Program

Project Description

- The SmartTrack Stations Program is a package of six new stations on the Stouffville, Lakeshore East and Kitchener GO corridors.
- The Project leverages existing heavy rail infrastructure and the GO Expansion Program in Toronto to increase local service and expand transit options for residents traveling within and beyond the City of Toronto.

Financials

Total Project Cost: \$1.46 billion
 Total Eligible Cost: TBD
 Federal Contribution: \$585 million
 PTIF Contribution: \$20.4 million (to progress design and planning)



Timelines

Estimated Construction Start Date: TBD²
 Estimated Construction End Date: 2025-2026

Status

- Project prioritized to INFC on May 6th, 2019.
- [REDACTED]
- A priority announcement by Minister Champagne on August 26th setting aside \$500 million in federal funding [REDACTED]
- In October 2019, the City of Toronto and the Province of Ontario announced a framework agreement that would see Toronto support the province's transit expansion plans in the Greater Toronto Area. The framework agreement governs Toronto's decision to re-allocate their PTIS money to the province and covers priority projects in the GTA, including this project.

Next Steps/Key Dates

- [REDACTED]

Key Risks

- [REDACTED]
- [REDACTED]
- [REDACTED]

² Total Estimated Cost will be determined when completing federal approval.

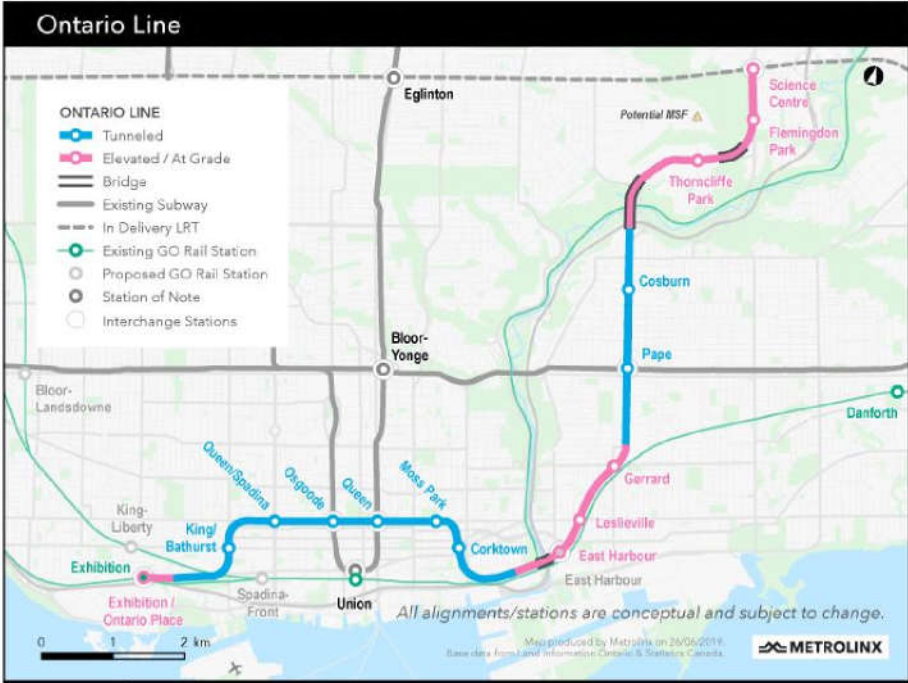
3. Ontario Line

Project Description

- A 16 km subway line with 15 stations to alleviate overcrowding on Line 1 (Yonge-University).
- Will extend from Ontario Place in the west through downtown and terminate at the Ontario Science Centre, providing a connection to the Eglinton Crosstown.
- The project will use technology that differs from the TTC, including being fully automated.

Financials

Total Project Cost: \$10.9 billion
Total Eligible Cost: TBD³



Timelines



Estimated Construction Start Date: 2021-2022
Estimated Construction End Date: 2027-2028

Status

- Project prioritized to INFC on May 6th, 2019.
- [Redacted]
- On October 29th, Toronto City Council approved the Toronto-Ontario transit deal, which included endorsing Ontario Line and re-allocating \$3.151 billion in ICIP-PTIS to the project.

Next Steps/Key Dates

- [Redacted]
- [Redacted]

Key Risks

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

³ Total Estimated Cost will be determined when completing federal approval.

4. Line 2 East Extension (Scarborough Subway)

Project Description

- A three-stop subway that would connect to Line 2 at Kennedy Station to Sheppard Avenue East, with proposed stations at Lawrence Avenue East, Scarborough Centre and Sheppard Avenue East.
- The project is required to improve transit connections between Scarborough and other rapid transit systems, and to replace the current Scarborough RT system, which has reached the end of its useful life.

Financials

Total Project Cost: \$5.5 billion

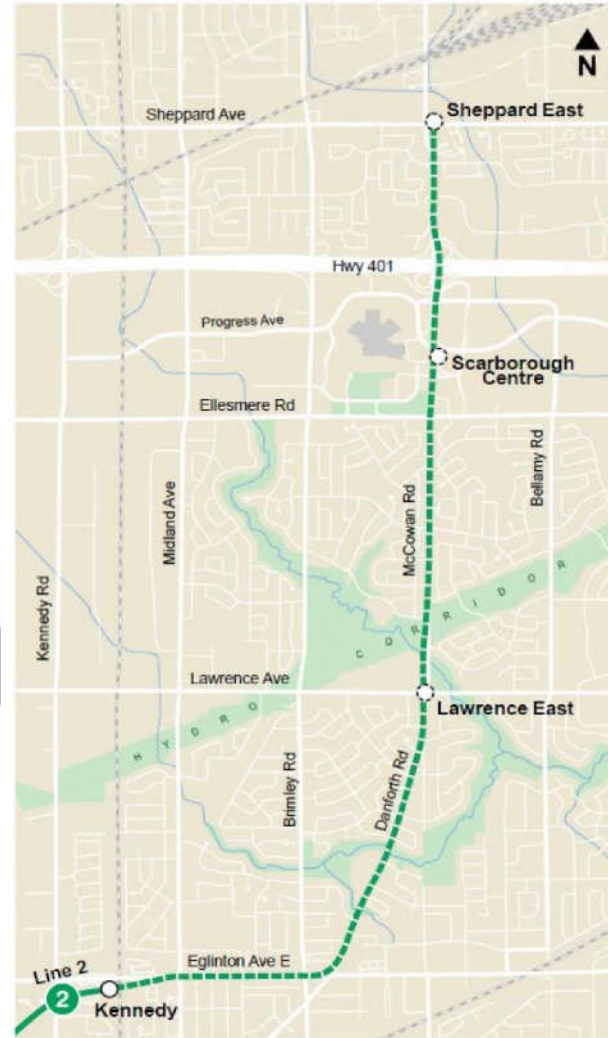
Total Eligible Cost: TBD⁴

PTIF Contribution: \$125,000 (provided to the City of Toronto to advance one-stop subway design. Province has used this work to inform their three-stop design)

Timelines

Estimated Construction Start Date: TBD

Estimated Construction End Date: 2029-2030



Status

- The current provincial government assumed responsibility of the project from the City of Toronto and has increased the scope from a one-stop subway at Scarborough Town Centre to a three-stop subway, extending north to Sheppard Ave.
- Project prioritized to INFC on May 6th, 2019.
- On October 29th, Toronto City Council approved the Toronto-Ontario transit deal, which included endorsing a three-stop Scarborough Subway extension and re-allocating \$660 million in ICIP-PTIS to the project.
- MTO continues to progress the project's business case

Next Steps/Key Dates

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Key Risks

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- The project extends beyond the end of the ICIP program horizon of March 31, 2028.
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⁴ Total Estimated Cost will be determined when completing federal approval.

5. Eglinton West LRT Extension



Project Description

- The Eglinton West Light Rail Transit is a western extension of Eglinton Crosstown.
- The project comprises of two components:
 - a 9 km Toronto Segment from Mt. Dennis Station to Renforth Station at Commerce Boulevard
 - a 5 km Airport Segment from Renforth Station to the future Regional Transit Passenger Centre at Pearson International Airport (Note: this component is not included in published costs estimates).

Financials

Total Project Cost: \$4.7 billion

Total Eligible Cost: TBD⁵

PTIF Contribution: \$20.4 million (to progress design and planning along with the SmartTrack Stations program)

Timelines

Estimated Construction Start Date: TBD

Estimated Construction End Date: 2030-2031

Status:

- Project has not been prioritized but is part of the provincial transit plan for the GTA.
- The Province is working with the Greater Toronto Airport Authority to develop an alignment and cost estimate for a connection to Pearson Airport.
- On October 29th, 2019, Toronto City Council approved the Toronto-Ontario transit deal, which included endorsing the Province's plans for Eglinton West.

Next Steps/Key Dates

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Key Risks

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- The project extends beyond the end of the ICIP program horizon of March 31, 2028.
- The provincial government assumed control of the project from the City of Toronto and is considering tunneling portions of the alignment, whereas Toronto planned to build at-grade.

⁵ Total Estimated Cost will be determined when completing federal approval.

6. Yonge North Subway Extension

Project Description

- The Yonge Subway Extension is a 7.4-kilometre extension of the TTC's Line 1 from Finch Station in Toronto to the Richmond Hill Centre at Highway 7 in Richmond Hill.
- The project is required to relieve crowding and delays on bus services on Yonge Street; improve connections with TTC bus services; and to support growth in North York and York Region



Financials

Total Project Cost: \$5.6 billion

Total Eligible Cost: TBD⁶

PTIF Contribution: \$36.3 million (to advance design and costing)

Timelines

Estimated Construction Start Date: Late 2021

Estimated Construction End Date: 2029-2030

Status

- Project prioritized to INFC on May 15th.
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- On August 13, 2019 MTO and Metrolinx formed a panel of experts to review the Project's scope and implementation strategy. The panel's findings were expected to be complete by the end of September and presented to the TTC and City of Toronto soon after.

Next Steps/Key Dates

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Key Risks

-
- The project extends beyond the end of the ICIP program horizon of March 31, 2028.
- The project's timeline is dependent on the completion of the Bloor-Yonge Capacity Enhancement project and Ontario Line.

⁶ Total Estimated Cost will be determined when completing federal approval.

7. Finch Avenue West Light Rail Transit Project

Project Description

- The Finch Avenue West Light Rail Transit Project includes:
- 11 km LRT between Humber College and the new Finch West Subway Station on the Toronto-York Spadina Subway Extension;
 - 16 surface stops, a below-grade terminus stop at Humber College and an underground interchange station at the TTC Finch West Subway Station; and
 - a maintenance and storage facility for Light-Rail Vehicles.

Financials

Total Project Costs: \$1.61 billion
Total Eligible Costs: \$1.19 billion
BCF-MIC Contribution: \$333 million

Timelines

Approval Date: February 22, 2017
Announcement Date: June 23, 2017
Construction Start Date: September 18, 2019
Forecasted End Date: Fall 2023

Status

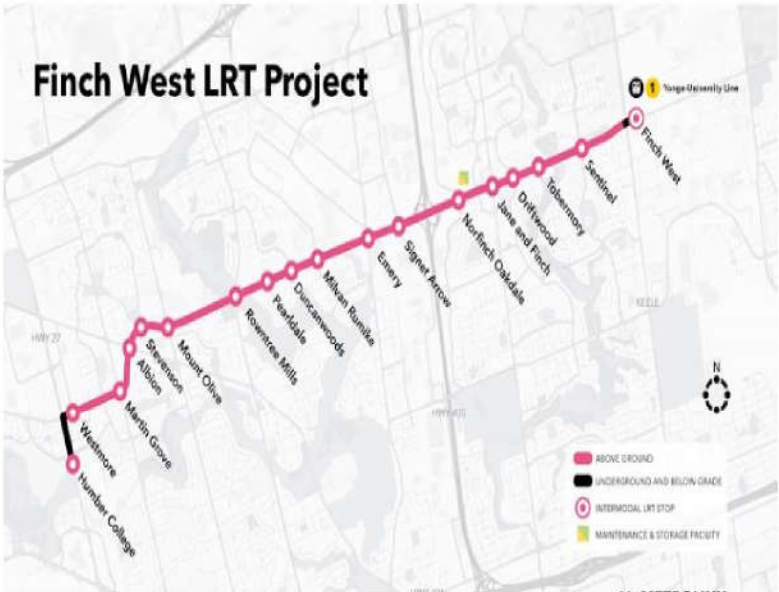
- The project is currently under construction with work being undertaken to construct the maintenance and storage facility as well as expand the bridge around Highway 400.
- [REDACTED]
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]
- [REDACTED]

Key Risks

- The project has been delayed by approximately two years since federal approval-in-principle; however included in this delay is the construction company's extended construction timeline to account for any potential risk. [REDACTED]

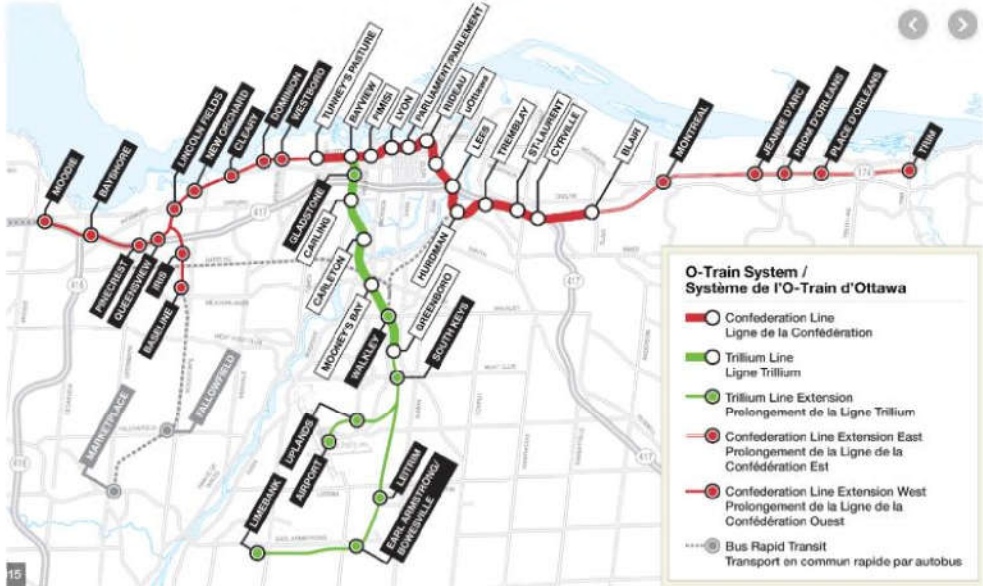


8. Ottawa Light Rail Transit Stage Two Project

Project Description

The Ottawa Light Rail Transit Stage Two (ORLT2) project includes:

- Approximately 44 km of new track to the east, west and south, including a connection to the Ottawa International Airport;
- 24 new or converted LRT stations;
- Two new Maintenance and Storage and Facilities (“MSF”);
- Expansion of the Belfast Road existing MSF; and
- 36 Light-Rail Vehicles.



Financials

Total Project Costs: \$4.66 billion⁷
Total Eligible Costs: \$2.85 billion⁸
PTIC-NRP Contribution: \$1.09 billion

Timelines

Approval Date: May 29, 2017
Announcement Date: June 16, 2017
Construction Start Date: July 2, 2019
Forecasted End date: August 2025

Status

- The project is currently underway and is on-time with the forecasted end date.
- [REDACTED]

Next Steps/Key Dates

- The next Oversight Committee meeting will be taking place on February 27, 2020; at this time INFC will receive a full project update including further information on construction timelines and project progress.

Key Risks

- The project is receiving negative media attention at the moment as the first stage of the project, Confederation Line, is experiencing chronic reliability issues. In addition, there is public concern around how the City of Ottawa awarded the constructor’s contract for the Trillium Line extension as part of OLRT Stage Two.
- [REDACTED]

⁷ City’s published cost for the project. This includes elements not covered under the project'
⁸ Eligible Cost at federal approval-in-principle

9. GO Transit Expansion Project

Project Description

The GO Transit Expansion Project includes:

- 128.4 kilometres of new track on the Kitchener, Barrie, Lakeshore East and Lakeshore West GO Transit corridors;
- 11 grade separations;
- multiple station layover expansions;
- multiple station modifications; and
- other ancillary components.

Financials

Total Project Costs: \$4.35 billion
Total Eligible Costs: \$3.79 billion
PTIC-NRP Contribution: \$1.89 billion

Timelines

Approval Date: March 30, 2017
Announcement Date: March 31, 2017
Construction start date: March 19, 2019
Forecasted end date: Winter 2025

Status

- Procurement has been completed on several elements of the project, and construction is underway
- A number of the larger scope items are currently in procurement.
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]

Key Risks

- [REDACTED]
- [REDACTED]
- [REDACTED] the Canadian Infrastructure Bank is also funding a portion of the GO Expansion project. Program Operations Branch and the Investments, Partnerships and Innovations Branch will work together to ensure that the Government of Canada stacking limits on projects are respected.



Quebec ICIP Major Public Transit Projects
(All amounts in \$ millions)

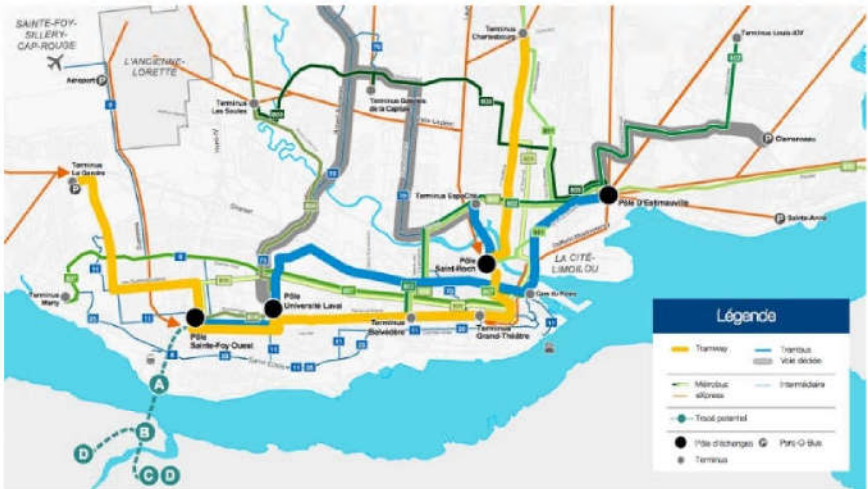
Project	Total Cost	Total Eligible Cost	Federal Contribution	Description	Current Status
Investing in Canada Infrastructure Program (ICIP) - Approved Projects					
Québec City's Structuring Public Transit Network	\$3,286.9	\$2,769.2	PTIS: \$412.5 GIS: \$695.1	The project aims to implement a public transit network that includes: a 23-km tramway line, two electric trambus lines covering 15 km, dedicated infrastructures over 16 km, four exchange hubs (buildings, pedestrian square, platforms and stations), six park-and-rides, and two mechanical links (elevator with footbridge and accessibility of bicycles).	Design and preliminary work underway [REDACTED]
Extension of Montreal Metro's Blue Line	\$4,462	\$3,265.6	PTIS: \$1,306.2	The extension of the Blue Line of the Montreal Metro by the addition of five stations on the territory of Montreal, for a total length of 5.8 km, from the Saint-Michel Station to the Anjou Station. The project aims to improve mobility in the greater Montreal area, promote sustainable mobility, support urban and economic development, and consolidate the public transit network.	Preliminary work underway [REDACTED] [REDACTED]
Procurement of 153 new Azur subway cars in Montreal	\$580.7	\$537.6	PTIS: \$215	The project aims to replace part of the fleet of MR-73 type cars that have reached the end of their service life on the green line of the Montreal metro.	Project in implementation
ICIP - Submitted Project					
Structuring Public Transit System in West Gatineau	\$2,100	TBD	[REDACTED]	Implementation of a rapid and structuring link for public transportation in the west-end of the City of Gatineau. The project will promote sustainable mobility as well as optimal coordination of the public transportation networks in the Gatineau-Ottawa metropolitan region. It will meet the present and future needs of citizens, while providing a reliable, efficient and competitive service.	[REDACTED]
Anticipatory Projects					
Structuring Public Transit Mode in Eastern Montreal and Extension to Lachine	TBD	TBD	TBD	The project could include a section towards the eastern tip of the island and another along Highway 25 to serve Rivière-des-Prairies and industrial sectors in the east. The western section of the pink line project would complete this structuring mode by extending it from downtown Montreal to Lachine	[REDACTED]
Structuring Public Transit Mode on Taschereau Boulevard in Longueuil	TBD	TBD	TBD	The project could be a high-frequency tramway along the axis of Taschereau Boulevard, to link Brossard to Longueuil from east to west. It would be integrated into the REM via the future Panama Station and Montreal metro by the Longueuil – University of Sherbrooke Station.	
Structuring Public Transit Mode on Laurentides and Concorde Boulevards in Laval	TBD	TBD	TBD	There's very little information regarding a tramway project in Laval. A project to construct dedicated lanes and to deploy a bus rapid transit (BRT) on Notre-Dame / de la Concorde and des Laurentides Boulevards is being considered.	
Extension of the Réseau Express Métropolitain (REM)	TBD	TBD	TBD	Two scenarios for the extension of the future REM are being studied. The routes are not yet defined, but an extension to Laval could end at the Carrefour Laval for a total length of 17 km. Another towards Chambly could end at the intersection of Highways 10 and 35, for a total length of 22 km. The Quebec Premier has highlighted the southern project as a priority.	
Extensions of Montreal metro (Pink, Yellow and Orange lines)	TBD	TBD	TBD	Different projects are currently being studied to extend Montreal Metro: the construction of a new Pink Line between Montreal North and Lachine; a new Structuring Public Transit Mode in the extension axis of the Yellow Line in the Longue-Rive sector of Longueuil; and a new Structuring Public Mode in the extension axis of the western section of the Orange Line in Laval.	

PTIS – Public Transit Infrastructure Stream
GIS – Green Infrastructure Stream

1. Québec City's Structuring Public Transit Network

Project Description:

The project aims to implement a public transit network that includes: a 23-km tramway line, two electric trambus lines covering 15 km, dedicated infrastructures over 16 km, four exchange hubs (buildings, pedestrian square, platforms and stations), six park-and-rides, and two mechanical links (elevator with footbridge and accessibility of bicycles).



Financials

Total Project Costs: \$3.29 billion
Total Eligible Costs: \$2.77 billion
Federal Contribution: \$1.1 billion (\$412 million Public Transit + \$695 million Green Infrastructure)

Timelines

Approval Date: July 9, 2019
Announcement Date: August 19, 2019
Forecasted construction start date: April 2022
Forecasted end date: December 2027

Status

- Design and preliminary work (site preparation at exchange hub locations) are underway.

Next Steps/Key Dates

-
-

Key Risks

-
-
-

2. Extension of Montreal Metro's Blue Line

Project Description:

The extension of the Blue Line of the Montreal Metro by the addition of five stations on the territory of Montreal, for a total length of 5.8 km, from the Saint-Michel Station to the Anjou Station. The project aims to improve mobility in the greater Montreal area, promote sustainable mobility, support urban and economic development, and consolidate the public transit network.

Financials

Total Project Costs: \$4.46 billion
Total Eligible Costs: \$3.27 billion
Federal Contribution: \$1.3 billion

Timelines

Approval Date: June 27, 2019
Announcement Date: July 4, 2019
Forecasted construction start date: March 2021
Forecasted end date: December 2026

Status

- Design and preliminary work (public utilities displacement) are underway.

Next Steps/Key Dates

- [REDACTED]
- [REDACTED]
- [REDACTED]

Key Risks

- [REDACTED]
- [REDACTED]



3. Procurement of 153 new Azur subway cars in Montreal

Project Description:

The project aims to replace part of the fleet of MR-73 type cars that have reached the end of their service life on the green line of the Montreal metro.

Financials

Total Project Costs: \$580.7 million
Total Eligible Costs: \$537.6 million
Federal Contribution: \$215.0 million

Timelines

Approval Date: October 10, 2018
Announcement Date: November 12, 2018
Actual Construction start date: November 21, 2019
Forecasted end date: Summer 2021



Status

- Construction started in November 2019.
- [REDACTED]

Next Steps/Key Dates

- [REDACTED]

Key Risks

- No significant risk is currently identified for this project.

4. Structuring Public Transit System in West Gatineau

Project Description:
Implementation of a rapid and structuring link for public transportation in the west-end of the City of Gatineau. The project will promote sustainable mobility as well as optimal coordination of the public transportation networks in the Gatineau-Ottawa metropolitan region. It will meet the present and future needs of citizens, while providing a reliable, efficient and competitive service.

The project is in the early stages of development, and the proposed routes and their details are yet to be determined.



Financials
Total Project Costs: \$2.1 billion
Total Eligible Costs: To be determined (federal review underway)

Timelines
Forecasted construction start date: Fall 2023
Forecasted construction end date: 2028

- Status**
- - Planning is still underway, and timelines will become clearer as it progresses.
 - On November 6, 2019, the results of a public consultation has shown that 80% of respondents consider the establishment of a system in Gatineau's west end to be necessary. About 78% of respondents expressed a preference for scenarios involving rail transit (in addition of other means of transportation), and 47% of respondents prefer the all-rail scenario.

- Next Steps/Key Dates**
- -

- Key Risks:**
- -

**Page 29
is withheld
pursuant to paragraphs
14 and 21(1)(b)
of the *Access to Information Act***

**La page 29
Font l'objet d'une exception totale
conformément aux dispositions des
paragraphes
14 et 21(1)(b)
de la loi sur l'accès à l'information**